

INFORMATION REPORT CD NO.

COUNTRY East Germany
SUBJECT Miscellaneous Railroad Information

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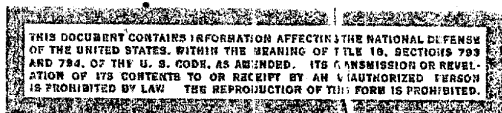
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SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

INTELLIGENCE AGENCY

REPORT

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1. [redacted] there was no change in the status of the locomotive columns parks at Ducherow and Ruednitz.¹
2. [redacted] there was no change in the status of locomotive columns park in Ruednitz.¹
3. At a conference held between representatives of the Ministry of Traffic, the Directorate General, Railroads, Berlin, and the State Secretariat for Material Supply, it was resolved that the coal allotments for the East German railroad be increased. By late December 1952, railroad coal stocks were to be raised to between 240,000 and 260,000 briquette units. According to the conference, the critical coal situation of the East German railroads was caused by the following facts:
 - a. The early beginning of winter caused more coal to be used by households than had been expected.
 - b. Coal exports were increased.
 - c. Difficult traffic conditions prevented the establishment of coal reserves according to schedule.
 - d. The Soviet occupation forces claimed priority on coal delivery.
 - e. The shipment of coal from the coal distribution points did not function smoothly.²
4. [redacted] a total of 116,454 freight cars were available on 17 December 1952. This group of freight cars included: 100,060 operational cars and 16,396 non-operational cars. Of the latter cars, 11,173 units were damaged, 4,308 units were special purpose cars and 91 cars were kept as reserve.³
5. [redacted] six new hym-type freight cars were transferred from LOWA-Plant in Niesky to Hennigsdorf.

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6.

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"The number of women employed at railroad repair shops was still below the percentage set for 1952. In order to promote the building of socialism in our country, all railroad repair shops are ordered to increase the number of women employed at the installation. Regulations for carrying out this directions are attached."⁴

1.

Comment. This information confirms the locomotives of deactivated locomotive columns No 3 at Ruednitz and No 13 at Ducherow.

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2.

Comment. The critical status of the railroad coal reserves has been previously reported. The coal reserves mentioned in the present report would, however, represent only 10 to 12 days requirements as against 14 to 16 days requirements normally kept during the winter months.

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3.

Comment. On 23 August 1952, 109,051 freight cars were available. The increase to 116,454 units was mainly because of the re-purchase of former German freight cars from the U.S.S.R.

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4.

Comment. A special feature of the current Five-Year Plan is the increase of the percentage of female labor employed by the East German railroads.

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